

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping

Steamers.

OCEAN STEAMSHIP COMPANY.

**FOR YOKOHAMA, KOBE AND
NAGASAKI.**

The Co.'s Steamship
Palamede,
Captain JACKSON, will be
despatched as above on
THURSDAY, the 19th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 11, 1889. 1761

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.


The Co.'s Steamship
Nestor,
Captain ELKAN, will be
despatched as above on
THURSDAY, the 19th Instant.

Passengers for Europe desiring to proceed
OVERLAND, can, on application to the Under-
signed, have their Tickets endorsed for
subtransfer at Algiers in exchange for Company

Shipping


Steamers.

DOUGLAS STEAMSHIP COMPANY
LIMITED.
—
FOR SWATOW, AMOY AND TAMSUI


 The Co.'s Steamship
Hailong,
Captain GODDARD, will
be despatched for the above
Ports on SUNDAY, the 15th Instant,
Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
General Managers.

Hongkong, September 13, 1889. 17

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

 The P. & O. S. N. Co.
Steamship
Kiwa
will leave for the ab
places on TUESDAY, 17th Inst., at D
light.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, September 10, 1889.

STEAM TO LONDON (DIRECT),
Calling at INTERMEDIATE PORTS.
The P. & O. S. N. C.
 Steamship
Shanghai




place on **TUESDAY**, the 17th September
at 4 p.m. This Vessel is disconnected from
the mail services, but has excellent accom-

Saloon only) at reduced rates. Electric Light, Deck Cabins. Surgeon carried,
E. L. WOODIN,
Superintendent


INDO-CHINA STEAM NAVIGATION
COMPANY LIMITED

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Co.'s Chart

 Captain **DUNCAN**, with
despatched as above on **WEDNESD**
the 18th Instant, at 3 p.m.

JARDINE, MATHESON & CO.
General Managers.
Hongkong, September 13, 1889.

UNION LINE.
—
FOR NEW YORK VIA SUEZ CANAL.
★ ★ The Steamship

 Captain BARNET, will
despatched for the
Port of or about the 18th Instant.
For Freight or Passage, apply to

RUSSELL & CO
Agents.
Hongkong, September 12, 1889.

HAMBURG.
(Taking Cargo at through rates to)
ANTWERP, AMSTERDAM, ROTTERDAM, OXFORD, LIVERPOOL

and BREMEN.)
The Steamship
Hesperia,
Captain L. MADSEN

above Ports on THURSDAY, the
Instant, at 10 a.m.
For Freight or Passage, apply to
SIEMSEN & CO


Hongkong, September 10, 1889.

STEAM TO SHANGHAI.

The P. & O. S. N.
Steamship
Sutlej
will leave for the
place about 24 hours after her arrival.

the outward English Mail.
- E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,

STEAM TO SHANGHAI.
The P. & O. S. N.

 *Bombay*
will leave for the
place about 24 hours after her arrival.
E. L. WOODIN.

P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1880.

Journal of Management Studies, 37(6), 809–826.

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| concession for Franco: to which Herr von

*Julius Ferry certainly asked a deal—what even his own representatives in China declared unrealistic. Some semi-official conversations may have taken place about such concessions, but the matter never went the length of official negotiation.

This naturally led to the question of the work at Port Arthur entrusted to the French syndicate — his Excellency said this reason why the French got the work was because they offered a considerably lower price than others. To which the interviewer replied — 'Certainly, after the German and English plans and estimates were betrayed to them.' You must always be prepared for that with the Chinese,' said His Excellency. 'That such offers should only be known to the officials who receive them is not the way of doing things in China. Political motives, therefore, did not enter into the affair.'

The subject of Korea was next broached. Herr von Brandt was not very communicative. "Korea, (he said) was a poor country that only managed to live in an indigent condition from the produce of its soil." As to Russian intrigue, "Russia had too much to occupy her in Europe to provoke a contest about Korea." Questioned about Herr von Moellendorff's want of success in Korea, Herr Moellendorff was too hasty, he wanted to reach his goal too quickly. He was a very active man, with a good knowledge of Chinese and Chinese literature, but he had no talent for organization, and that was the cause of his non-success in Korea. The Customs Service, with which he had so much difficulty, went smoothly after Sir Robert Hart took over the management.

The interviewer then turned His Excellency's attention to the position of Germans in China, lamenting that they did not bring very well together. Herr von Brandt replied: "Hitherto the Germans have had little occasion to work together. They had no common basis. It was only with great difficulty that the subsidized German line was established, to compete against eight steamer lines of other nations in China. They might be perfectly satisfied with the result of the first two years' working of the Norddeutscher Lloyd."

The deficit of the first year was reduced in the second and would now disappear. Then the Minister went on to complain of the want of interest in Germany for such undertakings in China. It was, however, comforting to know that Prince Blumentritt and the Duke of Sze-ta of the Foreign Office were very favorably disposed towards such enterprise. As to new ships for the Chinese, the Chinese Admiralty intended to strengthen their fleet, but the expense of the Emperor's wedding, the building of the new palace for the retired Queen Regent, and the money spent in connection with the floods had almost emptied the treasury, which is not yet in force, deals with this subject, but in view of the objection to blasting in the afternoon, it cannot be said to deal with it quite satisfactorily. It provides that no blast shall be fired off except between the hours of twelve and half-past twelve in the day, and between half-past four and a quarter to five in the evening, and even although the ordinance requires that greater preparations must be taken than are used in many cases at present, there can be no doubt that blasting between four and five in the afternoon must be considered at first inconvenient in many places, and an alteration in the hours or even the restriction of blasting in the home or on the coast is not

THE hon. Surveyor General, when he walks in the public ways, sees occasionally, no doubt, some strange sights, as most other people do, but he perhaps seldom beholds anything that moves him so much as did a scene he witnessed a few Sundays ago. He has graphically described how, while he was walking along the favourite and picturesque road that winds round Mount

Kellet, a fortnight ago last Sunday, he heard several shots and then saw a shower of stones coming down on him, and how he had to 'dodge' in order to avoid them and 'clear out' as fast as he could. The dodging and clearing out manoeuvres of the hon. gentleman were fortunately conducted with success, so that he is still preserved uninjured to a thankful Colony, and the cause of the shower of stones by

Donovan	First.
Mignol	Second.
Davenport	Third.

Twelve ran.

BIMETALLISM.
London, 12th September.

The Bimetallism Conference has commenced its sittings in Paris, under the presidency of the Governor of the Bank of France.

been fully elucidated. A Chinese contractor had simply been carrying on leveling operations at a site on Mount Kaillet, and in doing so very nearly levelled a Surveyor General. Such a thing could hardly be allowed to pass unnoticed, and steps were taken to prevent its recurrence. Mr Brown declared that blasting under any circumstances at that particular place was

public danger, and therefore a thing that ought to be prohibited. But when the machinery of the law was set in motion by Major-General Gordon, the Acting Captain Superintendent of Police, with the object of putting an end to this contractor's demonstrations with explosives, that gentleman found the law to be a delusion and a snare. The contractor was not summoned for what he did, and

information referred to by the Surveyor General, although it seems there were several of that people on the road at the same time who might have given evidence. For some reason which has not revealed itself, he was left alone at first as that particular "blast" was commenced. After that a fortnight afterwards, however, a police sergeant, who had special instructions, went to Mount

General, on the occasion of his visit, received no gun's salute, nor did he see any other honor guard. A flag displayed to warn people who might be on the road, but when Sergeant Ford went there both those precautions were taken. Still, the fact that saluting was going on and that some stones were seen to roll down the hillside was considered a warning.

The Canadian Pacific B. Co.'s s. *Parilia* left Vancouver for Yokohama on 6th inst.

The s. s. *Yuen Sang*, from London, left Singapore on the 6th inst., and may be expected here on or about the 16th inst.

The P. & O. Co.'s extra steamer, *Bombay*, from London, left Singapore on the 14th inst., and may be expected here

ordered sufficient, and the contractor was served with a summons. When the case came before Mr. Wodehouse in the Police Court it appeared that the defendant had been ordered by the Police to discontinue his blasting operations, that he had obeyed that order for about three weeks, and about the 19th inst. the Chinese steamer, *Palawan*, from Liverpool, left Singapore on the 19th inst., and may be expected here on or about the 19th inst.

The Chinese steamer, *Minutal S. N. Co.'s steamer, "Hoo"*, from Liverpool, left Singapore on the 12th inst., and may be expected here on or about the 18th inst.

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The Glen Line steamship *Glenagarry*, from London, left Singapore on the 12th inst., and may be expected here on the 19th inst. The *E. & A. S. Co.'s* steamer *Guthrie* left Sydney for this port on the 1st inst., and may be expected here on the 19th inst.

ORDER OF SUNDAY SERVICE AT ST. JOHN'S CATHEDRAL.—10TH SUNDAY AFTER TRINITY.

Matins.—Venite; Stainer; Psalm, Cook &c.; Te Deum & Jubilate, Bunnett in E. Hills; Anthem, As pants the hart; Spohr; Kyrie, Sangster; Hymn, 288.

Benediction.—Psalm, Oakley (quadruple); Magnificat & Nunc Dimittis, Bunnett in F; Anthem, Hosanna breathe an evening blessing; Hymn, 285 & 27.

TELEGRAPHIC news has been received from Bahia that the *George Horner* is reported off Anjer very leaky.

Two lots of bayonets, all 200 in number, were seized at the Custom Station at Macao the other day. It was supposed that they were destined for the rioters at Shikam.

Messrs. Jardine, Matheson & Co. inform us that the s.s. *Glenagarry*, from London, left Singapore for this port on Friday, the 13th September.

The Government has received information from the Acting Consul for France that the importation of opium into Annam will be prohibited on and after the 20th inst.

At the re-opening of Victoria College 98 applicants were admitted. There are now 800 names on the roll, about 300 having been added in two months since the last school year left.

A MARINE Court will assemble at the Harbour Office on Monday next at 12 o'clock, noon, to enquire into certain charges of misconduct brought against the First Mate, Mr. Clement Young, by the Master, Mr. Arthur V. Brown, of the British Barque *Omya*.

DIVINE SERVICE FOR SEAMEN.—On Sunday morning, between 9 and 10.30 o'clock, the steam launch carrying the Bethel flag will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church returning about 12.30.

The steamer *Narcissa* reports having passed the *Batavia* near Breaker Point, about 130 miles north of Hongkong, under sail, making for this port. The *Batavia* left here on Thursday for Foochow, Shanghai, Japan and Vancouver, and the supposition is that part of her machinery must have broken down. She will likely arrive here to-night or to-morrow morning.

The Chinese contractor, who was charged the other day with causing danger to the public by blasting stones on Mount Kailat, was again before Mr. Wedderburn in the Police Court to-day. Major-General Gordon, Acting Captain Superintendent of Police, said he had no further evidence to produce. His Worship said he would dismiss the case, as he did not think it had been shown that the blasting in question was carried on in such a way as to make it an offence. Major-General Gordon said he had received further instructions from the Government on the subject of blasting at Mount Kailat, and he might say he would prosecute the defendant if he was found blasting there at six o'clock in the evening.

A MOST successful performance of a miscellaneous character was given by the 'Military Mimers' at the Garrison Theatre on Thursday evening. After an overture by a string band, the farce 'White-bait at Greenwich' was performed, in which Mrs. M. J. Hackett, Mrs. M. Langford, and Messrs J. Dado, E. J. Mills and R. L. Grestock acquitted themselves very creditably. A short concert followed, in which Messrs. Crouch, R. Dickson, Mills and Grestock appeared, the accompaniments being played by Mr. Grimbles. The well-known farce 'Chiselling' formed the concluding part of the entertainment, and in this highly diverting piece Messrs. F. Hunt and Grestock, as the sculper and his servant, greatly distinguished themselves. They were well supported by Messrs. Langford and Hackett and Mr. Dado. Another entertainment of a similar character is to be given this evening, and ought to be well patronised.

THE returns of traffic on the Tuenghoo-Mandary Railway grow more and more satisfactory week by week. The earnings of the whole line from Tuenghoo to Mandary show already a high percentage of profit as that gained by the Rangoon-Tuenghoo line before the extension was carried out.

A NEW PROFESSOR.—The following advertisement appeared recently in the *Morning Post*:

To Parents.—Unruly Girls and Boys of any age Visited and Punished at their Homes by a thorough disciplinarian accustomed to administer corporal punishment; all bad habits cured by one or two attendances; fee 2s. for two visits. Address: Birch, Box 263, Willing's advertising office, 15, Strand, W. C.

AN AWFUL MISADVENTURE.—A lady residing at Durban, near Kilm, in Bohemia, where she owned considerable property, was buried last week, after a brief illness, in the family vault at the local cemetery. Four days afterwards her granddaughter, who had died of heart disease, had been buried alive. She had evidently recovered consciousness for a few minutes, and had found strength enough to turn open her coffin. The authorities are bent on taking measures of the utmost severity against these reprobates.

SEVENTY-SEVEN per cent. of the whole number of passengers on Indian Railways in 1888-89 travelled third-class. First-class passengers numbered only 0.40 per cent. of the whole.

MAN MAYBERRY has stood her terrible ordeal with a great show of courage. Her voice is described as 'pleasant' and 'soft', and her countenance was above reproach. In what position the cynics will ask, does a woman ever forget her dignity? Put this in the case of Mayberry, and the dock in deep widow's mourning—a corpse in a black dress, with a black veil, and a black shawl, with short open sleeves, and white cuffs. She also wore black gloves. She had on a black veil, but this was quite in the fashion, and no one was to be seen but her face. Her hair was 'frizzed' with as much care as if the gathering had been one of quite another nature.—*Pall Mall Gazette*.

NEVER FAILING NEMESIS.—Nemesis pursued her victims relentlessly. On Wednesday she succeeded, after the lapse of thirteen years, in hauling a man named George Collyer before the Court of Justice. It was alleged that on December 13, 1876, Collyer had an altercation with the husband of a woman named Smith, during which he struck her in the mouth, knocking out two of her teeth. He then left Collyer, and walked in the Royal Home. Collyer, who had been in the service for twenty years, was discharged, and almost immediately after his discharge he was served with a warrant for the assault. He now stated that the blow was never intended for the woman, but that he was angry because she had been in the service for twenty years, and had received a good character on his discharge, they could conscientiously set him at liberty, and this they did after administering a caution that he should be careful in future.

CAN THE HINDU RACE CLAIM A SCANDINAVIAN ORIGIN?—Professor Sayce, writing the discussion on the Aryan question which made so much stir two years ago, re-states and amplifies the arguments which go to prove that the Aryans were not Asiatics, but Scandinavians, and that they spoke a language more nearly allied to Greek than Sanskrit. Italian, German, and French scholars are, it seems, agreed that the European languages represent the oldest form of Indo-European speech. On the Continent, instead of Sanskrit being used to explain them, as it was in the 'black-thorn' school, a complete revolution has been made in the method of studying Indo-European grammar. The anthropological evidence, according to the Professor, points to the same conclusion as the philological. The tall, blue-eyed, fair-skinned race exists in its purity in the north of Scandinavia to this day hardly qualified by any alien intermixture. Further east the type changes, the speakers of Indo-European languages are less like Scandinavians, and more like the Mongolians, until in the highlands of Persia the tall blonde people are only occasionally to be met with, and in the hot plains of India they gradually disappear altogether. Professor Sayce's inference is that the stream of Aryan migration flowed from West to East, not from East to West, as the 'black-thorn' school would have it. His views have evidently gained many adherents since 1887. Whether they will be ultimately accepted by the scientific world, it is perhaps too soon to say; but a strong case has been made out in their favour, and the other party in the discussion, which for convenience we may call the 'Max Müller school', will have to bestir itself to hold its old ground. Should the new school emerge victorious from the current of criticism to which it will doubtless be subjected, its effect on current theories of Hindu descent will be somewhat destructive. The claim of which our Native fellow-subjects are so proud—that they represent the older branch of the great Indo-European family—will no longer pass unquestioned. The primacy which was once supposed to reside in Asia, we are told, 'has been taken from her', and the dictum applies as well to those who claim descent from the heroes of the Mahabharata as to the language in which their great epic was written.—*Standard*.

WHEN DOCTORS DUFFEN.—The full wing extent, which we take from the *Isle of Night Observer*, is worth the attention of the Sanitary Board, who hold enquiries, give instructions, and explain theories, do give their own individual views, or the opinions of the Board, as a whole, has formed after mature deliberation. It is rather an important matter. If an inspector is to be of any use for himself, he is less likely to put his faith in his utterances if he find that another inspector will come along afterwards and tell us something quite different. For some years, hardly a Government enquiry has been held in this locality at which some of the most noteworthy men of the town have not been present. The usual course of procedure for one inspector, who bears a most respectable, but very common, name, is to go to the house of a respectable man, and to put to him a number of questions. The usual course of procedure for one inspector, who bears a most respectable, but very common, name, is to go to the house of a respectable man, and to put to him a number of questions. The usual course of procedure for one inspector, who bears a most respectable, but very common, name, is to go to the house of a respectable man, and to put to him a number of questions.

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'FRAGRANT WATERS' MURMUR.—So long as Mr. Eds and Mr. Francis pull together, the one balancing the other, reform in the direction of sanitation must come sooner or later.

That the admittance thus obtained of the element with the very honest and ready utterances of the Irish Member must tend to secure a more certain, if slower, victory than under the continuous broadside firing regime.

That the detention of a letter by the President for one calendar month did not display a great amount of administrative ability or of ordinary care, although the apology made to the Board has about it the ring of honesty and straightforwardness.

That perhaps the muddling friction, which recoiled against the Governor's letter to the 28th August, between the P. W. D. and the Sanitary Board—i.e., Mr. Brown's mistake idea that a Government servant serves the Crown first and the public afterwards—had something to do with the failure to take the Board into his confidence.

That the President even yet appears to be reluctant to leave the track of the former head of the P. W. D., and continues to regard the Board as a sort of official staff, forgetting by doing so the belittling himself and his Executive staff.

That Mr. Brown ought to realise that as President of the Board he is far more important personage, and is far more powerful, than he can be as head of a disorganised, discredited and disinterested Department.

That the President would do well to identify himself thoroughly with the Board, instead of isolating himself; and he would do still better were he to strictly enforce the rules of debate, and put an end to the discursive and promiscuous conversations, chatter, which goes on.

That the Vice-President might greatly assist in this desirable object by remembering that sound is not sense and the mere scoring of a point is not general service.

That the Acting Registrar General should steadily hold in view that the work of the Board deals to a very great extent with the welfare of that part of the community he specially protects, and that though the work may not be congenial, it is his duty, and when he likes he can do it well.

That the Colonial Surgeon, since he gave up attempting to keep the Board in awe, has seriously settled down to sketching on his blotting pad.

That the Hon. Mr. Eds should keep a good hold on his temper, and speak only after he has got good hold of his subject.

That the learned Q.C., when not flurrying a 'black-thorn' school, or proclaiming very indiscriminately upon all and sundry, has done and will yet do good service.

That the Hon. Mr. Wong is, from an official point of view, the model member, speaking seldom but always to the point, and voting steadily and well.

That the Scotch medico is not infrequently a fine fellow, with a keen eye and a ready tongue for serious discussion, if he spoke after reflection, instead of getting absorbed in thought after he has fired off his remarks, he would marvellously increase his reputation for wisdom.

That Mr. Eds has nearly always the right of the stick (or the black-thorn), and generally has a reason for everything he says.

That the medico-legal member is not heard so often as he should be, and his knowledge of the Chinese and European characters will be of great use to him.

That the Sanitary Superintendent works hard both in and out of the Board-room, but I do not know whether his opportunity has yet come of showing how much stuff there is in him.

That the disposal of refuse has become a much vexed question, and should be dropped into the sea.

That another alternative is to utilise it as fuel for the baking of bricks.

That this might be a little hard on the workers, but China is not unduly suffering from under-employment.

That on reading the riders by individual members of the Committee, I could not but admire the unanimity with which members had agreed to agree in their Report.

That the action reminded me of the Welsh jury, who recommended a prisoner to mercy because he was not guilty. That the reasons for rejecting Mr. McCollum's proposal did not seem to have been considered, and were not stated.

That a comprehensive scheme of utilising all the refuse of the town, whether rubbish, coal and clinkers, which has been seen by persons in diving suits.

That a steam-launch will be provided to convey the rubbish-junks far enough out to sea, with a responsible person on board to ensure that the rubbish is disposed of at a safe distance.

That a one-mile distance will only serve the formation of a bank somewhere, and unless the junks are built in proper fashion, the process of dumping, or burial, or dropping will take too much time.

That it would be interesting to know how many junk-loads, say of fifty tons each, would have to be removed per day.

That a worthy and honourable member of the Civil Service has been inadvertently awakened from a Brown study by seeing these moving near Mount Kailat.

That blasting is, apparently, a necessary evil, still a few common-sense regulations might keep it in tolerable control.

That granting permits for indiscriminate blasting at 6 p.m. looks as if the Executive aimed at a general massacre of women and children.

That such cannot possibly be the case, as it is well known the hearts of the Executive are pliant and pitiful as putty.

That the hearts of architects and contractors are known to be even still more pliant.

That the present state of things results from the amending of Ordinances until distorted beyond recognition, or amended out of existence.

That a mild little gentleman remarked 'Black the Ordinances'; of course he meant the trap-roads.

That some of the Ordinances might be described—An ordinance entitled an ordinance for still further muddling an ordinance already muddled to the consistency of mud.

That the present state of things is the result of a fitting hue to charity, lay the blame on the P. M. G.

That the fault-finding under the cloak of duty is one of the few real pleasures left to a fallen man.

That Government has still plenty to do to repair the effects of the rain-storm and re-organise the P. W. D. without wounding Chinese contractors over imaginary dangers.

That if the soldiers who too frequently maltreated the Chinese coolies are really Highlanders, the Colonel might try the effect of having their names posted on the doors of their parish Kirk at Home.

That it behoves the Government to inquire into the condition of the Police Force, as well for the interests of its members as for the public benefit.

That the genus 'informer' should be stamped out with an iron heel, as it is productive of more inconvenience and annoyance to honest Chinese than to corrupt ones.

That the information given, which is often of an illusory nature and given from interested motives.

That I am thankful to hear that the 'Highlander's' holy horror of informers is strictly developed in the present Chief of Police; indeed it would be strange if it were otherwise considering the name he bears.

That your morning contemporary's reference to 'Pender's' Wharf as 'fairly convenient' is not extravagant praise, but is probably much as it deserves.

That a pontoon at Kowloon would form a most convenient landing place, but would be a little lively in a gale.

That point-on during high winds are apt to be blown to pieces, and making rather a little thing to make rather bad.

That there are more trivialities of only momentary interest.

That when Kowloon reaches the zenith of her glory intercourse with Hongkong will be an act of condescension rarely repeated.

That the Eggagon Dredger has been doing a little diletante work around the Wharf of Pedder.

That it works so successfully in that graceful way, its services have been asked for by the Government, and the dredger is now being used to clear the harbour.

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That there are more trivialities of only momentary interest.

That when Kowloon reaches the zenith of her glory intercourse with Hongkong will be an act of condescension rarely repeated.

that in Greek with her future father-in-law, and when she arrives at Athens she will reply to the solicitations of the ministers in their mother tongue. It must, however, be every difficulty for a princess to lay aside the language and traditions of her own country and become part and parcel of another nation. Very few have shown the spirit of Queen Emma of Holland, who was German, being the daughter of the Prince of Waldeck-Pyrmont. She learned Dutch in a very short time, but a little after her marriage, a country wishing to be agreeable spoke to her in German, 'Spreek Dutch to me, at,' she said, 'I am Dutch now and I don't know German any more.' Our contemporary is of opinion that the British Royal family is not likely to emulate the example, for 'being English once one is English eternally.' He cites the example of the widow of the late Emperor Frederick, whom, he says, Prince Bismarck accused of refusing to become German in order to betray her new country. It was a calumny; but the fact that the Empress Victoria never lost her English characteristics gave a certain point to the accusation. The more fortunate princesses in this respect are the Russians, because not only with them is there a national capacity for entering into the life of foreigners, but the study of modern languages is a prominent part of their education. *The Globe*.

His Worship—As he has been in the army and the police, he is presumably acquainted with the regulations. Mr. Webster—He has nothing to do with the business. It is only within the last week or fortnight that they have become reconciled, and they are both going to leave the Colony, I understand. The house is closed.

Inspector Swanton—It has been closed by the police. Mr. Webster—In the circumstances I would ask your Worship to impose a small fine.

Inspector Swanton—I am instructed by the Government to press for the full penalty. His Worship—Have you direct instructions to that effect?

Inpector Swanton—I have direct instructions from Major-General Gordon. Mr. Webster—Then I should like to ask him a few questions.

His Worship said the course taken by the defendant was distinctly favourable to the interests of justice as represented by the police as it allowed the names of the persons to be kept out of the public view, and taking all things into consideration he must inflict a penalty of \$50, with the alternative of a month's imprisonment.

Mr. Webster said he took it that all the liquor would be forfeited except the beer. His Worship—Yes, I am sorry to hear that. Mr. Webster—I would like to ask him a few questions.

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thus enabled the commerce by which she lived to be pursued unimpeded. Would such a course be possible now? Say we were at war with France, and at the bidding of hostilities locked up the French Navy at Toulon and at Cherbourg. But, this might answer for a few months, and all would seem to be going on well. Some dark, stormy night, however, three or four powerful French ironclads would manage to escape from Toulon. When in the morning the English Admiral had learnt the fact, he would have two alternatives open to him. Either he must raise the blockade altogether, or send a portion of his squadron in search of the missing enemy. Almost certainly he would adopt the former course. To try and do with a weak fleet what he had failed to do with a strong one, to send up the French ships would be most risky; for it would probably mean that little by little, the whole of the enemy would escape him. Since, however, the ships which had got off would in all probability have been sent round to raise the blockade of Cherbourg, and to take the English between two fires, our fleet before Toulon would have no choice but to pursue the runaways and either to destroy them before they reached Cherbourg, or to reinforce our squadron there. Knowing, however, that the English Commander at Toulon must act on the supposition that they had gone to Cherbourg, the French vessels might instead steam into the Atlantic, and, getting upon the line of the trade routes between Liverpool, Glasgow, London, and Antwerp, destroy our mailboats, and, moreover, there they were captured or sent to the bottom. It is not, therefore, as it is so often said, that it is advisable to take refuge in some friendly port, either in France or in the French possessions in Africa or the West Indies. The case we have put is not in any way an impossible one, and it is strong enough to show that the escape of three or four powerful vessels means of necessity the break-up of a blockade, and so the letting loose of a fleet to prey upon our commerce. If, then, steam, as we cannot help fearing, has made complete blockading impossible, the carrying trade of the world is much greater in danger than formerly. The risk and danger are, however, not merely of a certain number of ships being captured by the enemy or of our seaports being shelled. Such losses we could doubtless bear; but the carrying trade of the world is much greater in danger than formerly. The risk and danger are, however, not merely of a certain number of ships being captured by the enemy or of our seaports being shelled. Such losses we could doubtless bear; but the carrying trade of the world is much greater in danger than formerly. The risk and danger are, however, not merely of a certain number of ships being captured by the enemy or of our seaports being shelled. Such losses we could doubtless bear; but the carrying trade of the world is much greater in danger than formerly.

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to Vancouver & Victoria, (Mex.)	\$210.00
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ate rates. Special reduced rates granted to
members of the Army, Navy, Civil Service,
the Imperial Civil Service, and to the

LAST REPORT.	CASH QUOTATIONS.
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in the direction of public speech." The
black spots on the tongue and lining of
the throat are the result of a general
debility by some doctors with special ex-
perience in the use of opium, and are
the result of a habit of smoking opium
or cigarette than in other smokers; this
unhealthy condition of the mouth may not
necessarily make speaking troublesome, or even
impossible, but it is a warning of a pre-
disposing cause of cancer. All fiery or pungent
spices, condiments, or drinks tend to cause
irritation of the throat, and if this condi-
tion becomes chronic it may lead to impair-
ment if not complete loss of voice.

At a Scotch funeral one of the mourners
reproached the minister and whispered to
him: "Do ye know where the coffin is?"
The coffin was just being lowered into the
grave. "Solemn thoughts, I suppose,"
he said to the minister; "of death and eternity,
I have no doubt." "No," said the other,
"I'm aye awfy glad it's no me."

HOW PILLS ARE MADE.

The Custom of taking medicine in
the form of pills dates far back in his-
tory. The object is to enable us to
swallow easily in a condensed form
the disagreeable and nauseous, but very
effective, drugs. To what vast dimensions
it taking has grown may be imagined
when we say that in England alone
over 2,000,000,000 (two thousand
million) pills are consumed every year.
In early days pills were made slowly
by hand, as the demand was, compar-
atively small. To-day they are produced
with infinitely greater rapidity by ma-
chines especially contrived for the pur-
pose, and with greater accuracy, too, in
the proportions of the various ingre-
dients employed.

No form of medication can be better
than a pill, provided only it is in-
stantly prepared. But right here
occurs the difficulty. Easy as it may
be to make a pill, or a million of
them, there are really very few pills
that can be honestly commended for
popular use. Most of them either un-
dergo rot or over-rot the mark.

At every point of view, the kind of
pills we buy well to mention what a good,
simple and reliable pill should be. Now
when one feels dull and sluggish, and has
no energy or less pain in the head, sides,
and back, he may be sure his bowels
are constipated, and his liver sluggish.
To remedy this unhappy state of things
there is nothing like a good cathartic
pill. It will act like a charm by stim-
ulating the liver into doing its duty,
and ridding the digestive organs of the
accumulated poisonous matter.

But the good pill does not gripe and
nauseate us, neither does it make us sick
and miserable for a few hours or a
whole day. It acts on the entire gas-
tro-intestinal system at the same time, else the
side-effects of the pill will be worse
than the disease itself. The gripping
and nauseating by most pills is the result of
irritating drugs which they contain.
Such pills are harmful, and should never
be used. They sometimes even produce
hemorrhoids. Without having any
particular desire to praise one pill
above another, we may, nevertheless,
recommend the Little's Pills, manufactured
by the Little's Family Medicine Co., of
London, Limited, 35, Farringdon Road,
London, E.C.4. We said so, because
the pills are made by all chemists
and medicine vendors, so that the only one
we know of that is really, positively,
very desirable quality. They remove
the pressure upon the brain, correct the
liver, and cause the bowels to act with
ease and regularity. They never grip
or produce the slightest sickness of the
stomach, or any other unpleasant feeling
or symptom. Neither do they induce
either constipation, as nearly all other
cathartic pills do. As a further and crowning
proof, Mr. The Little's Pills are covered
with a tasteless and harmless coating,
which causes them to resemble pearls,
thus rendering them as pleasant to the
tongue as they are effective in curing
the disease.

If you have a severe cold or
are threatened with influenza, with pains

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 should be marked to address in full;
 the same will be received by us until
 11 a.m. the day previous to sailing.
 For information as to Passage or Freight,
 apply to
ADAMSON, BELL & Co.,
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 Hongkong, September 12, 1889. 1779

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Chinese Imperial Govt. Silver Loan 1884 B	Hongkong Shanghai Banking Corporation	\$1,364,700.14 H'kong Currency.	\$500 H'kong Currency.	3 1/2 per annum	30 June each year until 1890	3 1/2 prem. nom.
Chinese Imperial Govt. Silver Loan 1884 C	Do.	\$1,564,700.14 H'kong Currency.	\$500 H'kong Currency.	3 1/2 " "	15 Oct. " 1892	5 1/2 prem. nom.
Chinese Imperial Govt. 7 per Cent. Silver Loan 1884 E	Do.	Shanghai Tls. 767,200.	Shanghai Tael 250.	7 " "	31st March and 30th Sept. each year until 31st March 1917	14 1/2 prem. nom.
Debtentures						
Hongkong Hotel Co. Mortgage Debentures 1889	—	\$400,000. (\$100,000 to be drawn on Apr. 19, 1891.) \$150,000 " " 1893. \$150,000 " " 1895.	\$500	6 1/2 prem.	Half yearly, on 19th April and 19th October.	\$501

(*) Equalisation of Divided Fund. (†) Depreciation and Insurance Fund. (‡) On 1st July last, the Capital was increased to \$1,800,000, by the issue of 40,000 new shares at 100% premium. This premium amounting to \$800,000 has been placed to Credit of Depreciation and Insurance Fund. (§) Capital increased on 29th May last from \$380,000 to \$500,000 by issue of 12,000 new shares at 100% premium. This premium of \$120,000 has been placed to Permanent Reserve Fund, which now stands at \$140,000. (a) East Borneo. (b) Philippines.

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